broad areas of port activities for privatisation:—

(i) Operation & setting up of various cargo handling terminals e.g. container terminal, bulk terminal etc.
(ii) Setting up of Warehousing and storage facilities.
(iii) Construction, leasing & operation of berths.
(iv) Operation & maintenance of Tugs, pilotage, Cranage services.
(v) Setting up of Dry dock facilities, ship repair facilities etc.

(c) As it is envisaged to attract private capital in respect of areas identified for privatisation, no separate funds have been earmarked by Government for the purpose.

(d) A set of guidelines for seeking private participation has been issued to all major ports, and wide publicity of areas available for investment and facilities open for privatisation is also being given.

Approval of outlay for port Sector

7887. SHRI B.K. HARIPRASAD: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Expenditure Finance Committee (EFC) has approved an investment outlay of Rs. 90 crores in the port sector;

(b) if so, which are the projects that have been cleared with outlay approved for each; and

(c) whether any investment is envisaged for improvements/additions in New Mangalore Project and if so, the time frame for completion of new facilities?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The details of the projects cleared by the EFC and the investment involved are as follows:

Name of the scheme	Estimated cost (Rs. in crores)
(i) Deepening of Channel leading to Cochin Oil Terminal (COT) at Cochin Port	47.40
(ii) Construction of an additional cargo berth at Kandla Port	38.82

(c) Yes, Sir. There is a proposal to provide Crude and POL handling facilities at New Mangalore Port at an estimated cost of Rs. 238.14 crores. The estimated time frame for completion of the project is 30 months from the date of sanction.

Loan from World Bank for infrastructural development of ports

7888. SHRI AHMED MOHMEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the World Bank has stipulated improved performance of ports as a precondition for Rs. 300 crores infrastructural development loan being negotiated by India;

(b) if so, whether the Bank has sought a commitment on turn around time of ships at major port;

(c) whether the loan is being given specifically for development of infrastructural facilities linking various inland container depots and ports;

(d) if so, whether the World Bank team has also visited Bombay and Nehru Ports during January, 1994;

(e) if so, to what extent the experts are